

HONGKONG  
WEEKLY.  
ILLUSTRATED

# The China Mail.

ESTABLISHED 1845

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TO ORDER THE  
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CHINA MAIL.  
BEFORE GOING HOME.

No. 13,869

號十二月九年七零百九千一英

HONGKONG FRIDAY, SEPTEMBER 20, 1907.

第三十月八年

PRICE, 22.00 Per Week.

Advertisements

THORNE'S  
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA  
A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907. 2793

TAI KWONG CO.,  
109, Des Voeux Road Central.

GASOLINE LAMPS  
WELSBACH LAMPS.  
Hongkong, June 14, 1907. 1017

VICTORIA RECREATION CLUB

AQUATIC SPORTS, 1907.

THE ANNUAL AQUATIC SPORTS  
will be held on the 19th, 20th and  
21st SEPTEMBER. Sports commence on  
19th and 20th at 5 p.m. and on the 21st at  
4.30 p.m. sharp.

Admission for Gentlemen, Non-members,  
\$1 each day, or \$2 for the three days.  
Soldiers and Sailors in Uniform, Half  
Price.

Tickets for Admission may be obtained  
at the Gate or from the Undersecretary,  
Messrs. Cameron, Macdonald & Co.  
FRANK LAMBERT,  
Hon. Secretary.  
Hongkong, September 17, 1907. 1501

HONGKONG POLO CLUB

NOTICE

THERE will be a GENERAL MEET-  
ING of the Hongkong Polo Club in  
the Pavilion, at 4 o'clock on SATURDAY  
next, 21st inst.

All members are requested to attend.  
O. C. R. HILL,  
Hon. Secretary,  
Hongkong Polo Club.  
Hongkong, September 18, 1907. 1516

NIGHT STEAMER TO CANTON.

S.S. SAN CHEUNG.

New Twin Screw Steamer, Capt. J. McGinty  
Leaves Hongkong for Canton at 9 p.m. on  
MONDAY, WEDNESDAY & FRIDAY.

Leaves Canton for Hongkong at 6.30 p.m. on  
TUESDAY, THURSDAY & SATURDAY.

First-Class ... \$3 single passage.  
Second-Class ... \$1 each.

Also  
SPECIAL EXCURSIONS TO MACAO  
on Every SUNDAY

Leaving from Hongkong at 9 a.m.  
Returning from Macao at 6.30 p.m.  
First-Class ... \$1.50 single passage.  
Second-Class ... \$1  
Third-Class ... \$0.50  
Single \$1 each.

Servants' passages must be paid for.  
CHEUNG ON STEAMBOAT CO., LD.,  
No. 222, Des Voeux Road Central.  
Hongkong, September 19, 1907. 1512

WANTED.

A Japanese gentleman a FURNISHED  
ROOM with or without Board in  
English family.

Apply  
Care of 'CHINA MAIL' Office,  
Hongkong, September 18, 1907. 1508

NOTICE

It will be to the interest of those who are  
insured by LINDVISTRIELLE IN-  
SURANCE CO. OF PARIS to communi-  
cate with the Undersecretary.

LUCIOS SCIENTIFIC DIAMOND  
PALACE,  
62, Queen's Road Central.  
Hongkong, September 18, 1907. 1511

CHINA EXPRESS CO.,

3, DUDDELL STREET.

SHIPPING, FORWARDING AND  
INSURANCE AGENTS

PACKING & WHAREHOUSING.

PARCELS and Cases of any size, shape,  
or weight sent to all parts of the  
world. Duty and all other charges can be  
propaid, if desired, so that they are deli-  
vered absolutely free.

Hongkong, July 1, 1907. 1049

CAMPBELL, MOORE & CO., LD.

Hair Dressers, Wig Makers  
and Perfumers.

ELECTRIC MASSAGE

(FACE OR SCALP)

at the Shop, or elsewhere by special  
arrangement.

Hongkong, September 2, 1907. 1415

Business Notices.

W. S. BAILEY & CO.  
ENGINEERS & SHIPBUILDERS.

WORKS:  
KOWLOON BAY.

OFFICES & STORES:  
No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,533 tons, Captain S. Bell Smith.  
s.s. POWAN, 2,338 tons, Captain H. Irwin Black.  
s.s. FATSHAN, 2,330 tons, Captain C. Lloyd.  
s.s. KINSHAN, 1,936 tons, Captain B. Branch.  
s.s. HEUNGSHAN, 1,938 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The s.s. POWAN will leave Hongkong every Monday, Wednesday and Friday,

at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,

Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

RECEIVED OF THE HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI AN, 1,651 tons, Captain W. A. Valentine.  
s.s. SUI TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and

at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,

leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

The s.s. SUI AN and SUI TAI will not run on SUNDAY next.

Canton-Macao Line.

s.s. LUNGSHAN, 2,192 tons, Captain W. Reynolds.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. BAINAM, 588 tons, Captain J. Wilcox.  
s.s. NANNING, 509 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.  
HOTEL MANAGER, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

JAPANESE BEER



'YEBISU'

'SAPPORO'

'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'P E A C E'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents

Hongkong, August 21, 1907. 1359

PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL.

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906.

I—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £687,500 0 0

II—Fire Funds £3,388,720 19 6

III—Life & Annuity Funds £13,769,868 8 8

Revenue Fire Branch £217,837 119 8 1

Life & Annuity £1,713,898 19 10

Branches £2,774,858 19 6

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

NOTICE

WE have this day established ourselves  
under the name and style of H.  
ORUZ & CO., General Import and Export  
Merchants and Commission and Shipping  
Agents, at Nos. 15, 16 and 17, CONNAUGHT  
ROAD.

H. ORUZ & CO.

Hongkong, September 16, 1907. 1493

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

YUEN CHEONG.

SWATOW DRAWN-WORK

MANUFACTURER.

Wholesale & Retail.

All Kinds of DRAWN-THREAD-WORK,

EMBROIDERIES, GRASS CLOTHS,

FEATHER-WARE and LACES, &c., &c.

No. 39, Queen's Road Central,

Hongkong, September 4, 1907. 1435

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD

LANE, CRAWFORD & CO.

NEW STOCK OF ENGLISH MADE

SHOOTING BOOTS

\$10.00 and \$13.50 Per Pair.

LEATHER LEGGINGS

\$8.00, \$10.50, \$14.00 Per Pair.

FOXES' SPIRAL PUTTEES.

TWEED HATS & CAPS.

LANE, CRAWFORD & CO.

Hongkong, August 31, 1907. 2040

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR' NANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 358 & 364.

Hongkong, September 3, 1907.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRA.

A. F. DAVIES, Manager.

1197

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

285

FAIRALL & CO.

STOCK TAKING SALE

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

NEW AUTUMN SUITS

at Sale Prices.

7 and 9, PEDDER STREET.

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

IN GREAT VARIETY

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

VICTORIA DISPENSARY

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating.

Writing in Sight,

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-

chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907. 1005

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

NEW STOCK.

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907. 1751

TRY

CALDBECK'S

VERMOUTH COCKTAIL

AND

GIN COCKTAIL.

\$1.00.....Per Quart Bottle.

Caldbeck, Macgregor & Co.,

15, QUEEN'S ROAD CENTRAL.

Telephone

No. 75.











**WM. POWELL,**  
LIMITED.

**WALKING SHOES**

**EVENING SHOES**

**BOUDOIR SLIPPERS**

Smart

**FOOTWEAR**

English,

American,

Parisian,

Shapes.

**Wm. POWELL, Ltd.**

ALEXANDRA

BUILDINGS

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LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 4, CLARE, SON & PLATT, 85, Gracechurch St., E.C. 3, G. STREET & CO., Ltd., 30, Cornhill, GORDON & GUTHRIE, 15, St. Paul's Church, E.C. 4, HENRY & CO., 61, Cannon Street, E.C. 4, WILKS, Ltd., 151, Cannon Street, E.C. 4, ROBERT WATSON, 150, Fleet Street, C. MITCHELL & CO., Snow Hill, Holborn Viaduct, E.C. 4, J. KEYSER & CO., 3, Whitefriars St., E.C. 4, MATHIE & CROWTHER, Ltd., 10, 11, 12, New Bridge St., E.C. 4, MILTON & CO., 22, Glasshouse St., Regent St., W.

PARIS AND EUROPE: MAYNARD FAIRY & CO., 18, Rue de la Grange, Boulevard, Paris, The Rev. Dr. HALL, D.D., 12, Rue Vivienne, Paris.

NEW YORK.—THE CHINESE EVANGELIST OFFICE, 52, West 23rd Street.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTHRIE, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARIES CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WAUGH, Ltd., Singapore.

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CHINA.—CANTON, PATHELL & CO., Amoy, THE AMOY STORE, Foochow, BROOKER & CO., Shanghai, KELLY & WAUGH, Ltd., Yokohama, KELLY & WAUGH, Ltd.

THE CHINA MAIL, LTD., 6, Queen's Road Central.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CEYLON, AFRICA, THIBET, JORDAN AND JAPAN.

Entrusted to the SOCIETY of the "MISSIONARY LITERATURE."

Translated by EDWARD HARPER PARKER and Reprinted from THE CHINA REVIEW. Price 60 Cents.

For Sale at The "CHINA MAIL" Office, 6, Queen's Road Central.

PREACHING THE GOSPEL IN JAPAN AND THIBET.

By Prof. E. H. PARKER.

On sale at the "CHINA MAIL" Office, 6, Queen's Road Central.

Price ... .. 50 Cents.

A HISTORY OF UNION CHURCH.

By Rev. G. H. RONDRELL and DYER HALL, M.R.A.S.

Edited by Rev. O. B. HICKLING.

To be had at the "CHINA MAIL" Office, 6, Queen's Road Central.

Price ... .. \$1.00.

**S. MOUTRIE & Co.,**  
LIMITED.

THE NEW MODEL

**AERIOLA**

**PIANO**

**PLAYER**

THE LATEST CREATION OF THE ORCHESTRELLER CO.

This perfect Model of Mechanical Genius can be heard at our Show Rooms daily.

Price \$425

FOR HIRE OR PURCHASE.

The latest Comic Opera's, Piano-forte Pieces, and Songs always in stock.

Tuning and Repairing a Speciality.

S. MOUTRIE & Co., Ltd., YORK BUILDINGS, CHATER ROAD, Hongkong, April 16, 1907.

**A. S. WATSON**

**& Co., Ltd.**

**CELEBRATED**

**BLEND.**

**VERY OLD LIQUEUR**

**SCOTCH**

**WHISKY.**

**A PURE MALT**

**WHISKY**

**OF**

**GENUINE AGE**

**VERY FINE**

**AND**

**MELLOW.**

**PER CASE \$15.00.**

**A. S. WATSON & CO.,**

**LIMITED,**

**WINE & SPIRIT MERCHANTS.**

**ALEXANDRA**

**BUILDINGS.**

Hongkong, July 27, 1907.

**BIRTH.**  
STEWART.—On September 11, at 138 Broadway, Shanghai, the wife of CHARLES STEWART, of a Daughter.

**DEATHS.**  
VICHY.—On September 12, at the Shanghai General Hospital, Louis VICHY, aged 33 years. Deeply regretted.

GRANT.—On September 13, at London, CHARLES GRANT, a native of Stamford, Lincolnshire, and late of Shanghai. By telegram.

SHEZHENHAW.—At 16 Barkill Road, Shanghai, LYDIA, the beloved child of Mr and Mrs SHEZHENHAW, aged one year and one week. Deeply regretted.

GLASSBY.—On September 15, at 131 Range Road, Shanghai, JAMES ARTHUR MACFARLANE GLASSBY (late Asst. Exam. I. M. Customs of Shanghai), aged 39 years and 11 months.

JONES.—On September 15, Near Quinson, ALFRED EDWARD JONES.

MALCOLM.—On September 15, at 21 Mulholland Road, Shanghai, ALLEN FRASER, beloved son of Allen and Bella Malcolm, aged 1 year and 9 months.

**MEMOS FOR TO-MORROW.**  
**Auctions.**  
2.30 p.m.—Auction of Household Furniture, &c., at Mr. Jorg's Residence, Villa D'Almeida, Kennedy Road.

2.30 p.m.—Auction of Japanese Curios, &c., at Messrs. Hughes & Hough's Sales Rooms.

**Meeting.**  
4 p.m.—Meeting of Hongkong Polo Club at Club Pavilion.

**Miscellaneous.**  
4.30 p.m.—Aquatic Sports, at V.R.C.'s Enclosure, Hongkong.

**General Memoranda.**  
MONDAY, September 23.—

Goods per *Nova* undelivered after this date at Noon will be subject to rent and landing charges.

Goods per *Loring* undelivered after 4 p.m. on this date will be landed.

TUESDAY, September 24.—

Goods per *Bennett* undelivered after this date subject to rent.

Goods per *Nippon Maru* undelivered after noon this date subject to rent.

WEDNESDAY, September 25.—

3 p.m.—Auction of Leasehold Property at Messrs. Hughes & Hough's Sales Rooms.

5.30 p.m.—Meeting of Kowloon Cricket Club, at Cricket Ground.

Goods per *Uccina* not cleared at 4 p.m. on this date subject to rent.

Goods per *Vancouver* undelivered after this date subject to rent.

Goods per *Breconshire* undelivered after this date subject to rent.

THURSDAY, September 26.—

3 p.m.—Auction of Leasehold Property, at Messrs. Hughes & Hough's Sales Rooms.

**The China Mail.**

HONGKONG, FRIDAY, SEPTEMBER 20, 1907.

**SEDITIONS PUBLICATIONS**

**ORDINANCE.**

INTERNATIONAL obligations sometimes compel the enactment of certain laws which are really unnecessary as far as the place of their origin is concerned.

Such a measure is the proposed Ordinance to prevent the publication of seditious matter in Hongkong, which was read a first time in the Legislative Council on Tuesday last. The British and the Chinese Government are on friendly terms and it is obviously quite proper that the former should acquiesce in any reasonable request made by the latter to prevent Hongkong becoming a forcing ground for sedition. Not only is there a moral obligation upon the British authorities to give due heed to China's representations but it is their interest to do so. To indirectly assist in bringing about a state of chaos in the neighbouring Empire would be to inflict great injury upon trade. Therefore duty and interest combine to force the Government of Hongkong to enact legislation which will prevent seditious persons from using this port as a centre from which to instigate and procure rebellion against the established Government of China. On the main point therefore we find ourselves in thorough accord with the Government. When we come to the Bill itself, however, we must claim the right of criticism. One of the "crimes" which it is proposed to punish severely is "to excite enmity between His Majesty's subjects and the Government of China or between that Government and its subjects." This is altogether too comprehensive. The supineness and obtuseness of the Chinese Government, its disregard of diplomatic obligations, as shown by its appointment of Chinese officials to supersede Sir Robert Hart and its failure to keep its promise to reorganise its currency, and its impotency to protect foreign living within the Empire, have frequently formed texts for articles in this paper. Such articles were certainly calculated to stir up enmity between His Majesty's subjects and the Government of China. They were written for that purpose. Again our correspondents in various

parts of South China have frequently reported to us instances of the officials appointed by the Government of China being guilty of corruption and the abuse of power. We have commented upon these things when brought to our notice in a manner calculated to excite enmity between the Chinese and their Government. If this measure becomes law it will be impossible for any newspaper, European or Chinese, published in Hongkong to comment otherwise than favourably upon any action of the Chinese Government or even upon any occurrence in which it is directly or indirectly concerned. Any unfavourable comment could be held to be intended to excite enmity. We can hardly believe that the Government itself seriously proposes to pass the Bill with such a drastic provision. It would be importing one of the features of Russian administration which is most condemned, the suppression of free speech or publication. In no other part of the British Empire, as far as our knowledge goes, is there such a provision. There is no precedent for it, neither is there any necessity. We trust that, when the Attorney-General explains his Bill when moving the second reading, he will announce that he proposes that this provision should be deleted. The purpose for which legislation is required, we take it, is to prevent the publication in Hongkong of literary matter calculated to incite armed rebellion against authority or acts of violence against life and property. It is our duty to prevent such publication. But it is a negation of the very principles of freedom upon which we most pride ourselves to check unrestrained comment and criticism upon the administration of Government. The British Government itself has time after time asked China to improve its administration. According to the proposed law such a request would be a crime. Looking at the matter from a broad view point we have everything to gain by a peaceful revolution in China. Subversion of Government would be most injurious to us, improvement of administration would be highly beneficial. Reform is required in China and the reformers who trust to the dissemination of knowledge throughout China to peacefully bring about the changes which are necessary to the future welfare of the country are deserving of the sympathy and assistance of every lover of liberty. The Government of Hongkong, however, proposes to put such reformers in goal. That incendiaries and assassins who batter upon the reform movement should be muzzled is obviously right and proper. But the Hongkong Government has apparently failed to recognise that there is a good deal more than a distinction between a publication which advocates liberty and one which counsels license.

The experience of the s.s. Ghazee in the typhoon on the night of September 13 affords a striking argument in favour of a higher freeboard being afforded steamers, and shows that the legislation which was introduced last year to reduce freeboard at the same time reduced a vessel's chance of safety if caught in a hurricane. The Ghazee was within three hours of Hongkong, her port of destination, and keeping on the outside edge of the typhoon, when an accident to her steering gear caused her, whilst in a disabled condition, to drive right into the centre of the storm. The barometer dropped to 28.70 and the vessel was in grave danger for hours from the seas. She had, however, great freeboard, as she was but partly laden, and she magnificently laid on a course with engines going slow, and though her hatches were torn off by the frantic efforts of the wind she kept the great seas at defiance and so her Captain and officers bravely got her out of her dread position. A glance at her deck would not save for the broken steering gear—lead one to believe she had sailed so near the track from which no ships return. And this brings us to the fate of the unfortunate Sullberg, which left Haiphong practically in company with the Hailan. The latter steamer reached the port safely but the other is posted "Missing"—the dread significance of that word "Missing." If the Sullberg foundered—and there seems little doubt of it—she probably

went down for want of lifting power. She would lie like a tidal rock until a shift of cargo or some unforeseen accident occurred to put her *hors de combat* with the hurricane. Her time would then be short in such a sea. The Hailan on the other hand is an awning deck vessel and although of small dimensions has a great reserve of buoyancy and hence that lifting power that is so essential to the safety of vessels when caught in the track of a storm. Freeboard is certainly a factor of safety in a typhoon.

Whether the present British Government was placed in office to clear the Chinese "slaves" out of South Africa or to "economise" must be left to the historian. The Government claims so many mandates that it always has one ready whatever may turn up. It seems certain, however, that the Government is seriously bent on economy. Honour should be given where honour is due and, although we do not often see eye to eye with the Liberal Administration, we would scorn to let political bias lead us to withhold praise when the stability of the Empire has been assured by the zealous and devoted work of the Cabinet. Consequently it is with respectful gratitude that we note that the British taxpayer has been relieved of a great burden in connection with the Navy. An order has gone forth to three battleship fleets and three cruiser squadrons that third class domestics in warrant officers' messes are to be replaced by able seamen who will volunteer for the positions on the understanding that they will receive an additional three-pence a day to their pay as able seamen. This illustration of the magnificent efforts towards economy which the Administration is making should utterly confound the base Unionist press which pretends not to believe that the Liberals are performing their promises. It seems rather reckless, however, to pay three-pence a day to the substitutes for the third class domestics. Such extravagance might necessitate a recasting of Mr Asquith's next Budget.

**LOCAL AND COAST NEWS.**

H. M. S. Flora is expected to be out of dock in a day or two.

The French Mail of the 20th August was delivered in London on the 19th inst.

Mee Cheung sends us photographs of the Harbour Race and the arrival of the Viceroy of Canton.

On leaving Weihaiwei the cruiser Bedford will go to Port Arthur, ports in Korea and on the coast of China, and will arrive at Hongkong on October 17, when she will coal and proceed to Marseilles to rejoin the Commander-in-Chief. The month will proceed to Wonsung, Amoy, and arrive at Hongkong on October 19 when she will carry out the same routine as the Bedford.

**Alice Memorial Hospital.**

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

J. M. Wong, ... .. \$ 18.77

A Patient, ... .. 10.

**SOCIAL AND PERSONAL.**

Mr E. A. M. Williams has been appointed Secretary of the Hongkong General Chamber of Commerce and will take over the position in February next, until when Mr A. R. Lowe continues to act.

The death is announced from Shanghai, of Mr A. E. Jones, who departed this life at Quinson on Sept. 14. Mr Jones was an enthusiastic yachtsman and was generally interested in all forms of sport. He had been connected with the Municipal Council since 1899, as sub-accountant.

On his way to Nanking from Shanghai to see the Viceroy on anti-opium business, Dr Du Bose's cabin on the launch was entered at night time by a burglar, who robbed him of a gold watch which was presented to him in 1870, and had been his constant companion on 300,000 miles of travel by ocean steamers and canal boats. A week later at the annual meeting of the A. O. L. some friends at McKimshan, British and American, handed Dr Du Bose a cheque by way of another watch. A few remarks were made by the Rev. Dr. Hayes and the address at the presentation was delivered by the Rev. R. A. Parker. This token of goodwill is very highly appreciated.

**A SHILLING SAVED REPRESENTS TEN EARNED.**

THE average man does not give to, exceed ten per cent. of his earnings. He must spend nine shillings in living expenses for every one saved. Sometimes a few pence properly invested, like buying seeds for his garden, will save several times the amount later on. It is the same in buying Chamberlain's Colic, Cholera and Diarrhoea Remedy. It costs but little and a bottle of it in the house often saves a large doctor's bill. For sale by all chemists and storekeepers.

**THE MISSING SULLBERG.**

**A Fruitless Search.**

The German gunboat Tiger returned to port last evening after having made a search for traces of the missing steamer Sullberg, which has disappeared since the night of the 13th when the typhoon raged.

The man-of-war cruised in and out among the islands south-west of Hongkong and as far as the Ladronez, but did not visit the Loma Islands.

The Tiger found no trace of the steamer, though a close look out was kept for wreckage, and after visiting all likely places the gunboat returned to Hongkong.

**MORE COAL FROM BORNEO.**

**The Cowie Bay Enterprise.**

Messrs. Gibb, Livingston & Co., local agents for The Cowie Harbour Coal Co., Ltd., British North Borneo, have received a small trial shipment of coal by the s.s. Mausang.

This coal has already been favourably reported on as a good steaming coal, and when the Company gets into full working order we trust to see large quantities of it coming to this market.

**INSPECTION BY THE ADMIRAL.**

**On the Upper Yangtze.**

H.M.S. King Alfred proceeded to Chingwang from Weihaiwei and remained there until to-day when the Commander-in-Chief was timed, as we announced recently, to disembark and proceed to Peking and thence to the Upper Yangtze to inspect the gunboats on the Upper Reaches, and embark on board the Alacrity at Hankow. The King Alfred will return to Weihaiwei until the first week in October when she will proceed to Woo-sung and probably to Nanking to re-embark the Commander-in-Chief; after that she will proceed direct to Marseilles, arriving there on October 25.

**THE VOLUNTEER RESERVES.**

**The Governor at the Peak Rifle Range.**

His Excellency the Governor has kindly consented to fire the first shot from the new 800 yards firing point recently erected at the Peak Rifle Range to-morrow, Saturday, afternoon, at 2.30 p.m.

As this will be the first opportunity His Excellency has had of coming into touch with the Reserve Association, which was founded by the late Governor, Sir Matthew Nathan, with the object of carrying on in this Colony the education of every British subject in the use of the rifle, all who are interested in this matter, which is recognised to be of Imperial moment and should recommend itself to every loyal British subject, are invited to be present.

His Excellency Sir Frederick Lugard, in accepting the invitation to be present on this occasion, has expressed his very deep interest in the Association, and his pleasure at the opportunity which presents itself of meeting the Committee and Members.

**FOR THE JADED.**

**Excursions to Macao.**

Now that there is a whisper of cooler times in the air and the jaded resident feels that he must go abroad to fill his lungs with exhilarating ozone the opportunity is afforded him of fulfilling his desires in comfort—may, luxury.

There are trips to Macao. On Sunday the popular and commodious steamer Honam is being sent on an excursion by the Hongkong, Canton and Macao Steamboat Company, and as she leaves at a very convenient hour, 9 a.m. from Douglas Wharf, and arrives back in good time, departing from Macao at 5 p.m., she should be largely patronised. Meals and refreshments can be obtained on board, and altogether passengers should find pleasure and comfort.

The steamer Paul Beau also goes on Sunday for a round trip, and offers travellers every comfort. She leaves her wharf here at 9 a.m. and departs from Macao at 5.30 p.m. Refreshments and meals can also be had on board.

The Cheung On Steamship Co. are also despatching their steamer San Cheung for an excursion to Macao. She leaves her Hongkong wharf at 9 a.m. and does not depart from Macao until 6.30 p.m., so tourists have a little longer leisure ashore.

The weather promises to be delightful and great enjoyment should be obtained by a run to the "Gem of the Orient."

The Board of Trade has sanctioned the expenditure of £1,200 for experiments with submarine bell signals fitted to certain lights.

There is already a rumour of another odd trait in the person of the Italian boy, the pupils of whose eyes, according to the "Eclair," are surrounded by the twelve hours of the clock, marked plainly in Roman figures. This further report (which the "Eclair" assure us that at certain hours of the day the lad actually strikes; and that these hours coincide with his school hours. We hope, however, that a means will be found to have him better regulated.

**CHAMBERLAIN'S COUGH REMEDY.**

THIS is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon. For sale by all chemists and storekeepers.

**BY TELEGRAPH.**

**A NOTABLE WEDDING.**

Conan Doyle-Jean Leckie.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, September 19.

Sir Arthur Conan Doyle, the well-known author, was married at St. Margaret's, Westminster, yesterday to Miss Jean Leckie.

Edalji, who owes his release from prison to Sir Arthur, was a prominent figure at the reception after the wedding.

**UNREST IN NATAL.**

Imperial Troops Wanted.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, September 19.

At a public meeting at Eshowe, Natal, a resolution was passed declaring the necessity of stationing Imperial troops in the town owing to the attitude of the natives.

[REUTERS'S SERVICE.]

**BRITISH COLUMBIA AND ORIENTALS.**

LONDON, September 18.

The Vancouver Asiatic Exclusion League threatens drastic measures unless the Dominion Government passes a relieving measure in respect to Asiatic immigration.

An international exclusionist convention will be held in Vancouver in October.

The Japanese claims for compensation for the riots amounting to £1,500 have been sent to Ottawa.

**RUSSIAN GENERALS DECORATED.**

LONDON, September 18.

The Kaiser has conferred high decorations on several prominent Russian Generals, including the Grand Cross of the Red Eagle on General Kurapatkin.

**THE STANDARD OIL COMPANY.**

LONDON, September 18.

New York wires that the action of the Government in the Federal Court to annul the charter of the Standard Oil Co., of New Jersey, showed that the profits of the Company from 1899 to 1906 aggregated £98,063,187, and dividends paid amounting to \$51,571,856.

**LATE TELEGRAMS.**

[REUTERS'S SERVICE.]

**THE TROUBLES AT VANCOUVER.**

TOKYO, September 14.

There is reason to believe that the Vancouver incident has been settled in the most amicable manner. Mr. Ishii, the Japanese Labour Commissioner, being in Vancouver, was able to assist in promoting settlement on the spot. Joint efforts will be taken to prevent a repetition of trouble. No compensation is demanded by Japan; but she is confident that frank satisfaction will be given to injured individuals.

The Chinese and Japanese at Bellingham are intimidated and will immediately evacuate that town. The Japanese are reported to have armed themselves in self-defence.

Waves of anti-Japanese feeling are rising again at San Francisco, Seattle and Hawaii.



# BY TELEGRAPH.

ADSETTS.

## A Sinister Project.

### Threatens to Kill Detectives and Commit Suicide.

(From Our Correspondent.)

MASILA, September 20.

The accused man Adsett, charged with the murder of Gertrude Dayton at Hongkong, is almost certain to be despatched to Hongkong to-morrow on the s.s. Ruby.

The accused was again before the Court to-day and the case was concluded this morning.

The defence alleged that there were technical irregularities in the procedure and urged that extradition be refused.

An application for a writ of Habeas Corpus was refused Adsett.

Adsett has threatened to kill himself and the detectives who will have charge of him before they reach Hongkong.

He has expressed deep hatred of Perkins, of the Hongkong police force, who whipped Adsett in a prize fight.

In Court to-day Adsett conducted himself coolly.

There were many spectators in Court, amongst them being a number of the unfortunate class.

## THE PRISONER'S LANDING.

What Adsett Says.

At 4.45 p.m. yesterday says the "Cable News" of September 17, Adsett, the alleged murderer of Gertrude Dayton, walked ashore on Philippine soil a free man—for about five seconds. Midshipman Taylor brought him in on one of the Galveston's small tenders. The tender stopped at the customs wharf in front of the baggage and passenger office.

Adsett was then in the custody of naval authorities, but when the double irons were taken off he stepped ashore at liberty. Five seconds later Detective Walker snatched the hand-iron on him while Detective Guertin stood close by.

The suspect said nothing and did not appear to be excited. He looked haggard and has aged considerably since leaving Manila. He was dressed in a navy blue suit, and wore a bathing hat with a light ribbon around it. The legs of both trousers were sewed up where they were torn the time he attempted to make his second escape.

Adsett will fight extradition, and declares that he was brought to Manila against his will, and has been given no opportunity to make a defence, although the evidence in the case is purely circumstantial.

Although the prisoner protests his innocence, he intimated that the murder of the Dayton woman was a premeditated affair, and that he had a fair idea as to who the murderer was.

He declares he can clear himself by implicating the murderers, and that several persons were connected with the gruesome crime. Adsett says that the Chinese coolies who removed the trunk from the hotel to the ship, containing the body of the murdered woman, knew of its contents and that at least two servants of the hotel knew the crime had been committed, if they were not actually eye witnesses of it.

In speaking of his escape from the goal in Chefoo, the prisoner laughed heartily and declared that he had covered about six miles, and was on a fair road to escape but for the pain in his ankle which he had sprained in jumping from the goal window.

When seen by a "Cable News" reporter yesterday he talked freely and in describing his capture after his escape from the goal, he seemed to forget the seriousness of his situation and deplored his ill-luck in being handicapped in the fight by having an injured ankle.

He appeared to enjoy the description of this fight and recited in minute detail his encounter with "Billy" Bellow, a prize fighter of Shanghai, who is on the police force of that city.

Yesterday morning the prisoner was arraigned before Judge Gilbert for preliminary examination.

After a short hearing the court set the matter for two o'clock this afternoon, when it is expected the Hongkong detectives will have arrived. The Hongkong detectives will be used as witnesses in the proceedings.

The mandate of the Governor General, based on the extradition treaty between the United States and Great Britain has been prepared and is ready for signature, also an order for the signature of the trial judge.

In this case should the evidence be sufficient to warrant extradition the court will sign such order, and the Governor General will issue the mandate ordering the prisoner to be turned over to the Hongkong authorities, and preventing Adsett from

delaying the case by fighting extradition. The detectives are coming on the Ruby.

The Manila "American" of September 17 says—Adsett was produced in court yesterday for examination and was identified by Captain Mark Scott of the police department, Lewis Haymann of the Passy Club, C. N. Guertin, E. B. Annanley of W. F. Stevenson & Co., W. C. Gardner of the bureau of posts, J. H. Mader of Macandray & Co., and C. B. Harl of the Secret Service bureau.

Pursuant to treaty measures between the United States and Great Britain, which have been made applicable to the Philippine Islands, steps have been taken for the extradition of Adsett to Hongkong and if sufficient evidence be found leading to the implication of Adsett in the murder of Gertrude Dayton the extradition request will be complied with. The fact that certain papers belonging to the dead woman, as well as certain jewellery was found in Adsett's possession, is serious evidence against the prisoner.

When arraigned before Judge Gilbert Adsett was represented by W. J. Rohde and claimed that he had been kidnapped and would contest any extradition measures. Hearing was set for this afternoon at 2 o'clock, and bail being refused he was again placed in irons and returned to the lantern station. In all probability Attorney Southworth will be retained as counsel at to-day's session.

## THE PROMENADE CONCERT.

The concert given on the Volunteer Parade Ground last night enjoyed a success that must have surprised everyone concerned. It was crowded, and though one saw a few spare seats here and there many hearers were standing in the "gangways." It was a marvel that an audience as represented last night should have been so patient as to sit out about two hours and a half of some most serious music with such complacency. It must have been the combined influence of the seductive moonshine and the delightful temperature and the picturesque lanterns.

The primary intention of the enterprise was undoubtedly to give the resident people an opportunity of hearing the best that Hongkong can produce in the way of orchestral and vocal excursions, rather than to endeavor to obtain a wider recognition for modern compositions. The band performers and the conductor achieved a great success, which may be gauged from the fact that the few critics who found any fault with the concert were driven to suppose that the Colony was strongly represented, a statement which, as most of us knew, was far from being true.

From His Excellency the Governor, Lady Lugard, Mr. and Miss Brackenbury, Commodore Stokes, and leading civilians present the audience represented what is sometimes called "Tart Hongkong," and the greatest tributes of admiration came from the "rider" listeners. Whether the impression made by the performances of the Band was quite as unanimous we may be permitted to doubt. It is obvious that the opinion of the "visitor" critics, even if they represented the public, upon such typically military band music as was given, can be of uncommonly little value, but as a matter of curiosity it was interesting to see how things struck them. No doubt the band had not got accustomed to the disadvantages inseparable from the Viceroy's visit, but all the "visitor" critics and the public were surprised to find that the bandsmen were professionals and not amateurs—which should not, of course, explain the discord and disregard of time that were noticeable.

Mr. Golding was the first vocalist and sang "My Pretty Jane." In the second part he took Mr. Juk's place and sang "A Song of Thanksgiving" so well, though he was encased. Mr. H. S. Humphrey made his debut in Somerset's "The Song of May," in Part I of the programme, and "The Pearl of Sweet Ceylon" in Part 2 of the programme.

Estimating the new singer by other baritone voices can afford him little praise on his first performance, as he handicapped himself by a lack of animation or an indifference to the dramatic rendering necessary to the concert platform or stage. It must be said that both selections were inappropriate for outdoor concerts, but Mr. Humphrey did all that was possible to make the programme an entertaining one, the difficulty of which will have been brought home to anyone who has attempted to sing in the open for the first time.

Lieut. R. M. Croese, R.G.A. was the humorist of the evening and succeeded in evoking laughter from the audience by his various songs. "The Flying Dutchman" was his first, and "The Crocodile" his second programme song, for both of which he was encased. Mrs. Perkins, who made her first appearance at a Volunteer Concert, was at a great disadvantage, for the arrangement of the programme was had, inasmuch as she had to follow the "lion comique" of the evening, who had, prior to her appearance, burlesqued the singing of the gentler sex.

Under these most trying circumstances Mrs. Perkins is to be congratulated on her rendering of "The Birds go North Again." Mr. F. G. Carroll and Miss Parke were both decided acquisitions, and both earned encores. The former has a most telling and sympathetic voice, and was a host in himself. Miss Parke's rendering of the Amorous Goldfish—badly accompanied by the band—in costume, was looked forward to eagerly, and much appreciated. The accompanists of the evening were Captain Lammert and Mr. E. J. Chapman.

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## THE V. R. C.

### Annual Aquatic Sports.

Yesterday was the opening day for the annual V. R. C. aquatic sports, the first held on the Hongkong side for a number of years. Unfortunately the accommodation is extremely limited, owing to the building operations now being pushed forward, but the difficulties were overcome by the erection of bamboo galleries on the eastern and northern sides of the bath and by obtaining a lighter for the western side. The lighter, a fine large one, was placed at the Club's disposal by the Hon. Mr. E. A. Howett, of the P. and O. Steam Navigation Company. On the lighter chairs were placed, and where-ever else one could be put. The Club was nicely decorated with flags and red bunting, the Club's flag being the most prominent. All these arrangements were supervised by the steward of the Club, Mr. C. Lesbri, whose efforts have certainly been successful.

The officials of the meeting were:—President, His Excellency Sir Frederick Lugard, K.O.M.G., C.B., D.S.O.; Chairman, Mr. A. Rodger; Committee, Messrs. J. W. Bains, T. C. Gray, H. A. Lammert, W. Logan, E. M. Hazeldan, R. W. Pearson, T. Meek, M. Malver and J. Rodger; Hon. Treasurer, Mr. F. Lammert; Judges, Messrs. M. Malver, T. C. Gray, J. Rodger and H. Henderson; Referee, Mr. A. Rodger; Starter, Mr. W. Logan; Handicappers, Messrs. J. W. Bains, W. G. Goggin, W. Pearson, A. V. Barros and J. Rodger, with Messrs. L. E. Lammert, A. H. Carroll and O. R. Chumy on hand-icappers of the handicappers; Official Time-keepers, Messrs E. M. Hazeldan and R. W. Pearson.

The racing opened with the half mile championship of the Colony, for which the following started:—A. E. Thomas, F. H. S. Ward, J. M. R. Pereira, A. V. Barros, and C. J. Cooke. The start was from a launch alongside the Praya wall and the course was round a mark-bait to be moored off H. M. S. Clio's buoy. Unfortunately, however, the mark-bait never reached the Clio's buoy but got just astern of that vessel, it being hard work, apparently, to keep the boat stationary, owing to the strong tide running. When the race started Ward was to the west and Cooke and Thomas to the east, Barros and Pereira being in the centre, but as soon as the club's premises were cleared Barros made a more easterly course, whilst Thomas and Cooke went straight ahead until caught by the strong tide, when they drifted rapidly to the west. Even at that stage, when the men were about half-way to the buoy it was seen that Ward was out of the race, for he had drifted much further west than any of the others and to swim up stream to the buoy was a severe task. Barros, though he endeavored to keep as far up as possible, was also swept to the west side of the boat, but not so far as any of the other swimmers. By taking the course he did there is no doubt that Barros was right and he rounded the mark-bait a full 45 seconds ahead of both Cooke and Thomas, behind whom came Pereira, five seconds later. Barros held command of the race and he held on to his course strongly, though he was again swept down stream some what, while both Cooke and Thomas kept more to the eastward coming back.

The leader, swimming a single over-armed and tugging stroke alternately, finished well and passed the lighter fifty yards ahead of Cooke, who was a long way in front of Thomas. Both Ward and Pereira gave up, the former before reaching the bait.

The race was swum in 20 mins. 4 secs. After Barros rounded the mark-bait it was allowed to drift down towards the other swimmers and this relieved them of a weary yards' swimming against the tide. Barros was loudly cheered on his success, which he deserved by his judgment.

The two lengths race open to soldiers, sailors and police had four starters and was won by Gunner Cantor (87th Co., R.G.A.) very easily, with Sapper Morris (Royal Engineers), second and Gunner Ward (87th Co., R.G.A.) third. The other starter was Sapper Vaughan, of the Royal Engineers.

Five heats of the two lengths handicap for members only were swum off. The back markers had too severe a task set them in each heat, though there was some good racing. In the first heat C. J. Cooke, the limit man, won by two yards from A. R. Ellis (over 8 seconds), with A. A. Claxton (over 12) third and H. C. Sayer (over 16) fourth. Time: 57 1/2 seconds.

In the second heat there were three starters and A. H. Carroll (over 3) won from H. W. Sayer (over 1/2) by a yard, with H. A. Lammert (over 16) two yards further away. Time: 49 1/2 seconds.

O. R. Chumy (over 13) won the third heat after a great race with L. B. Brown (over 10) beating him by a foot, with A. V. Barros (over 16) third and P. Yanovich (over 6) fourth. Time: 46 seconds. This was one of the best heats of the day.

The fourth heat was also closely contested, but A. J. V. Ribeiro (over 11) lasted long enough to win. W. J. Carroll (over 4) led practically the whole distance, but when Ribeiro caught him a yard or two from home Carroll gave up and A. E. S. Alves (over 14) finished second, two yards behind Ribeiro. Time: 48 seconds.

The final heat was a fairly easy win for O. E. Harrop (over 7), with F. da Rosa (over 11) second, P. M. Remedios (over 14) third and J. W. Bains (over 15) fourth. Time: 51 seconds.

The two lengths handicap for members over thirty was a hard fight. There were five starters.—A. S. Gomes, Jnr., had the limit start, W. S. Bailey over 8 seconds. M. A. Razack over 11, F. K. Tata over 15, and R. Lapsley, who a few years ago was one of the best swimmers in the Club,

owed 25, an appalling handicap on sight, but only a second or so too much.

Gomes led for the first length but Bailey, Razack and Tata passed him coming down. A few yards from home it looked as though Bailey would just win but Tata and Razack were sufficiently in front of him to get the decision of the judges in the order given. The race was won by a touch, with the third man half a yard away. Time: 52 seconds.

The plunging was won by R. C. Witcheil, who covered 54 feet, M. A. Razack being one foot behind second and C. J. Cooke third. There were eight competitors.

The team race between the water polo teams has been postponed until Monday next at 5.15 p.m. and instead an impromptu water polo match was arranged but the falling light put an end to play, just after the blues had scored the winning goal.

To-morrow's programme is as follows:—1.—4.30 p.m.—FINAL HURDLE RACE. 2.—4.45 p.m.—HIGH DIVE. Two prizes. Two tries.

M. A. Razack M. A. R. Souza J. B. Wishart C. E. Harrop T. C. Gray J. W. Bains. 3.—5.00 p.m.—FINAL TWO LENGTHS HURDLE RACE.

4.—5.10 p.m.—B.V.S. RACE (under 12 years of age). Two Lengths Handicap. Post entries, Sons or brothers of members only admitted. Two prizes.

5.—5.20 p.m.—CLUB CHAMPIONSHIP 100 yards. Three Lengths. Two prizes. H. C. Sayer A. E. S. Alves C. Humphreys C. J. Cooke R. C. Witcheil.

6.—5.40 p.m.—FINAL BACK RACE. 7.—5.55 p.m.—THREE-LENGTH RACE (Two Lengths). Two Bindings, as approved by the Committee. Partners to be drawn for immediately before the start. One prize.

8.—4.10 p.m.—FINAL FOUR LENGTHS HURDLE RACE. 9.—6.25 p.m.—CONSOL. TROUS RACE (Two Lengths). One prize.

10.—6.35 p.m.—WATER POLO. SLIDE. WHITE. H. C. Sayer. F. K. Tata. L. B. Brown. O. R. Chumy. A. J. V. Ribeiro. J. M. R. Pereira. A. R. Ellis. P. da Rosa. A. V. Barros. A. H. Carroll. P. M. Remedios. H. A. Lammert. L. E. Lammert. R. C. Witcheil.

## THE NEW VICEROY.

### Entertained by the Chinese.

After leaving Government House yesterday afternoon His Excellency Viceroy Chang Jen Chun was entertained at the Chinese Club. He was accompanied by Taotai Wen, Secretary for Foreign Affairs, and Mr. Parr, Commissioner of Customs, Kowloon, and a guard of police from Government House.

His Excellency was received at the club door by Messrs Fung Wa Chum (Chairman of the reception committee), Lau Chu Pak (vice-Chairman), Ho Koin Tong, Ho Fook, Tam Tze Kwong, Sin Tak-fan and about ten others. These gentlemen escorted the Viceroy upstairs to the Club's sitting room where the official introduction took place.

After the usual exchange of compliments His Excellency and the Committee sat down to tea in the adjoining rooms, the company numbering more than sixty. The Chairman toasted the health of the Emperor, the Viceroy the health of the King of England. In reference to the Viceroy the Chairman said that the merchants took it as a great honour to be favoured with His Excellency's presence to tea. They knew him to be an official of great ability and deemed it a blessing to the people of the Two Kwang provinces that such a ruler should be placed over them. His Excellency would no doubt do justice to their expectations by suppressing disorders and restoring peace in the land he was about to govern.

In reply His Excellency said (Taotai Wen interpreting) that he felt highly gratified by the reception given him by the gentlemen present. He was afraid that a man of his poor abilities would not be able to carry out the improvements expected of him; but, however, he would do his best, and he hoped that the merchants would heartily co-operate with him in all that he would do for the welfare of the people. (Applause.)

The Chairman of the Club, Mr. Sin, then thanked His Excellency for the honour he did to the Club by favouring it with his presence.

His Excellency left about 4 o'clock expressing his regret at not being able to stay longer, and boarded the Chinese cruiser to receive His Excellency Sir Frederick Lugard and later Commodore Stokes, who were returning the Viceroy's calls.

Shortly after six the cruiser left the harbour and later left for Canton, where she arrived to-day.

## LOOKING FOR A SIGN.

### Proof by Nature.

Devout followers of the Buddha in Bangkok are at present rejoicing in the discovery of his likeness in a leaf, says the "Bangkok Times" of Aug. 19. At the Wang Nah police station, which adjoins the office of the Siam Railway Co., Ltd., an acacia tree is growing in the garden. About half way up the trunk is a leaf four or five inches long by two or three wide. On this leaf appears a very tolerable representation of the Buddha in sitting posture.

This discovery has drawn large numbers to the garden to view this curious phenomenon, and most of them bring offerings of flowers and candles. The trunk of the tree near the leaf has been covered with gold leaf. The garden was full of devotees this morning, the majority of whom were women dressed in holiday garb.

## CORRESPONDENCE.

### AN OVERSIGHT.

(To the Editor of the "CHINA MAIL.") Sir,—I am a constant reader of your esteemed paper and if for no other reason claim indulgence to express surprise that none of the leading Chinese merchants were invited to Government House to meet His Excellency the Viceroy of Canton. I take it that the absence of the leading Chinese of the community was merely due to an oversight, but it is worthy of mention since the desire on the part of the British Government seems to be to get into closer touch with the Chinese.

There is an idea abroad in quarters that local Chinese do not appreciate invitations to Government House on the occasion of such functions. That is a grave error. The Chinese are delighted at any attention shown in this direction and in fact feel greatly honoured if they are invited to be present. As a community the Chinese desire to pull with the Western nations, and I for one think that a few of the leading men among them ought to be invited to be present when any Chinese official like the Viceroy is being semi-officially welcomed. At essentially European functions there is no call for it.

I do not write this merely for something to write about, but simply to draw attention to the fact that an oversight has been committed.—Yours, etc.,

ENGLISHMAN.

## THE ANTI-TRUST MOVEMENT.

(To the Editor of the "CHINA MAIL.")

Sir,—It is quite evident from what is going on in the United States that the American people are getting quite sick of the Trusts and the recent fine of \$25,240,000 against the Standard Oil Trust has been received with great glee in all quarters. The legal action which is being taken under the Sherman Anti-Trust Act against the American Tobacco Trust is also being closely watched and we all hope that it will end in the same results. Almost all the common daily needs of life such as tobacco, salt, sugar, steel and iron are under the heels of the Trusts and the pressure is quite unbearable. The Sherman Anti-Trust Act has been on the statute book in the States since 1890, but the Trusts have managed to escape any serious local actions and instead of being depressed are becoming bigger and more powerful every year. This is most startlingly seen in the reports for 1898-1900 from which we see that no less than \$1,200,000,000 new Trust securities have been offered to the public in the States. Beyond the registering and beginning of these concerns the public gets no further information as there are no means of making them publish accounts and details of the profits they steal from the public.

Unless some steps are taken at once there can be no doubt that the "leading of the public will be carried to the full extent. These Trusts are so wealthy that the ordinary business methods of competition have no effect on them. President Roosevelt is evidently aware of the national danger and it is to be hoped that these Trusts will receive their death blow very soon. As to what will be the step taken in the States is not very clear but it seems to me that as the ordinary methods of legislation have been tried and have proved to be nothing but a failure in dealing with the Trusts there is no other final remedy for the disease than for the State to take over these trusts. And this without any compensation whatever as the Trusts have already reaped sufficient money from the pockets of the public. The new Socialistic law that we are all waiting for should prohibit any individual, company, or trust from entering into any of the trades adopted by the government and worked by the people for the people. All the present employees should be taken over to work the government business. We should then have production for consumption and not for profits. When these Trusts are reformed by a purely collectivist system the nation will soon find out what a great reduction there has been in the cost of living and yet at the same time the employees are in very much improved conditions. There would be none of that crushing of our fellow men in the interests of capitalists.

These Trusts at the present moment have a most demoralising influence on the character of the employees and the nation. They cultivate that devilish habit of going to all extremes in the gratification of selfish aims. By their success in this direction they increase the number of followers who worship the mighty "dollar." The Trusts have the reputation of being the most cunning, mean, dishonest and corrupt in business and politics. People soon discover that they cannot hold their own against these concerns in any transaction however simple and small. If they hold out in the struggle they lose all their money but on the other side if they join the Trust there is a golden harvest at somebody else's expense.

It does not matter much how high their minds were before, these are now replaced by money making of a distinctly dishonest character. As Saltier in his "Ethical Religion" says, "Who with a conscience or a heart has not felt that this system of things in which self-interest is not only an impulse but the rule, in which we consider not so much the rights or claims of men as the extent to which they may serve us and contribute to our gains; in which any means, any policy, any grinding down that did not involve open violence or fraud are viewed as legitimate and something which anyone may practice because all do it—Who, I say, has

not felt that this system of things (even if he be a partner in it) is wrong and longed as a man in thick darkness longs for light, for some other order of things in which he should not be compelled to beat back the best and purest impulses of his nature."

Yes, as soon as we get these best impulses of our nature in our minds and are determined to allow that equality of opportunity which is the basis of justice then we shall arrive at the stage of brotherhood and the great capitalist curses of this age will vanish. Then no matter what nation full of selfishness and injustice should stand in our way we should easily hold our own and conquer them. They might come with yavane necks to swallow up their weaker competitors but they shall not stand against us. They who know no right above the sword shall perish by the sword. They who fight the battle for the Trusts shall be extinguished when humanity defeats the capitalists—their services will be no longer required. We might be generous and give them a nice piece of territory at the South Pole and ship them over there to make and smoke their own cigarettes.—Yours etc.,

AJAX.

## FIGHT ON THE NORTH RIVER.

(From Our Correspondent.)

YING-TAI, September 17.

Last evening, about dark, one of the largest fights occurred that we have had for years. The merchants on the main street transgressed on the river-front that belongs to the boat people. This caused the latter to attack them, and a fight resulted in which some thirty were engaged.

It took almost the entire police force to quell the participants. As a result of the row one man is probably dead, quite a number wounded, and four in prison.

## NORTH RIVER NOTES.

(From Our Correspondent.)

YING-TAI, Sept. 17.

The long drought that has told severely upon this section was broken by a three days' rain that closed last night. There may be a fair rice crop. Yet the rains have come too late for many of the fields.

There have been some efforts put forth to stop opium smoking in this city. Orders have been sent to the Magistrate asking that the "dive" be closed, yet one of the gentry told me that the people regarded the proclamation very lightly. But little real effort has been put forth to stop the habit. Smoking continues in many places.

The government reformed schools do not seem to be so well attended as in the early part of the year. The Baptist Mission will open a girls' school here on the 16th or 17th inst. This is the only girls' school on North River above Canton until we reach Shinkung where the Germans have one. The building here is almost finished. It is large enough to accommodate about forty girls.

Dr. E. Z. Simmons and wife from Canton are here for a month. Miss Julia Meadows who was here in July and August has returned to her home in Wuchow.

## ADVENTURE OF THE KING ALFRED.

### Sights a Sinking Steamer.

A Weihaiwei correspondent writing to the "N.C. Daily News" says: The cruiser King Alfred (flagship) left Nagasaki on the 6th instant for Weihaiwei, and when off the South of Race Point, South of Korea, a steamer was sighted with a distress signal flying, at 8 a.m. on Saturday. On closing with the steamer it was seen that she was well down in the bows and the crew had taken to the boats.

The mate of the steamer boarded the cruiser and reported that his ship, the Oshimi Maru, had struck a rock at five o'clock that morning and was rapidly filling, and they were unable to beach her owing to the fires having been put out by the water. Some of the crew returned to the vessel and, collecting their belongings, transferred them to the boats, finally leaving the ship at 9.45.

They had not been away from the steamer 5 minutes when she was seen to give a lurch, and her bows went under and she sank from view, apparently blowing up as she foundered.

The steamer Taian Maru, No. 2, arriving on the scene, the crew went on board her for passage back to Japan, the King Alfred telegraphing the disaster to Nagasaki by wireless telegraphy and then proceeding to Weihaiwei, where she arrived on Sunday morning.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 20th at 11.55 a.m. The barometer has a tendency to fall over China. It has risen considerably in E. Japan. Except over E. Hokkaido, pressure is in slight to moderate excess of the normal generally.

The highest pressure is lying over China to the North to the Upper Yangtze, and the lowest probably in about 15° Lat. both over the China Sea and Pacific. Graduals are slight.


Moderate N.E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.61 inches. Forecast for the 24 hours ending at noon to-morrow.

## FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N.E. winds, moderate; Sun as No. 1. 2.—Formosa Channel: Sun as No. 1. 3.—South coast of China between Hongkong and Lamook: Same as No. 1. 4.—South coast of China between Hongkong and Hainan: Same as No. 1.

RHEUMATIC PAINS RELIEVED. NO one need now suffer the agonizing pains of sciatic and acute rheumatism, as quick relief may be had by applying Chamberlain's Pain Balm. This fact has been clearly demonstrated in many thousands of cases. The balm relieves the pain and makes sleep and rest possible, which is alone worth many times its cost. Sold by all chemists and storekeepers.



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PURCHASER of one Novel at \$1.00 becomes a member and is entitled to exchange same for any other novel on payment of 20 cents cash, Hongkong currency, for every change.

## CASH BUSINESS. NO ACCOUNTS.

Hongkong, August 10, 1907. 1311

## CINEMATOGRAF PATHE

in

### WEISMANN'S LARGE HALL

(ENTRANCE: WYNDHAM STREET).

TO-NIGHT! TO-NIGHT!

## NEW PICTURES

### SATURDAY NIGHT

MATINEE, 4 P.M. SATURDAY.



## Shipping.

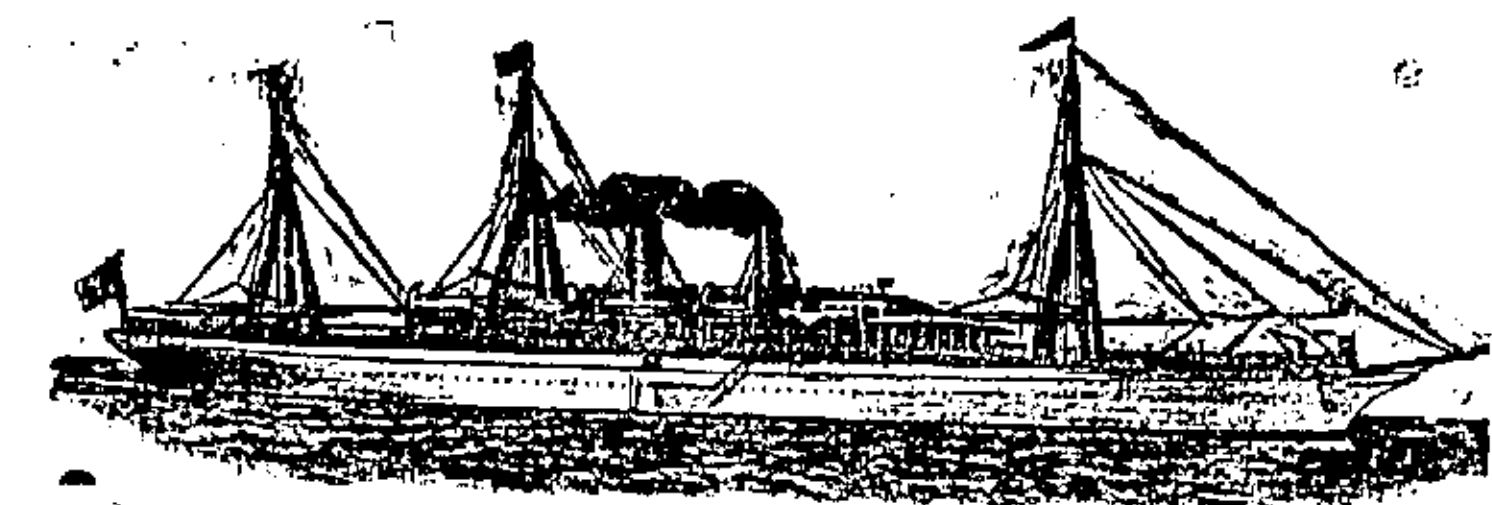
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 4th	Freight and Passages
LONDON, via Usual Ports	MALTA	Noon, 21st	See Special Advertisement
SHANGHAI, MOJI, KOBE, POONA AND YOKOHAMA	MAHARAJA	About 27th	Freight only
MARSEILLES, LONDON AND ANTWERP	NAMUR	About 9th	Freight and Passages

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**LUXURY-SPEED-PUNCTUALITY.**  
The only line that maintains a Regular Schedule Service of 11 Days across the Pacific is the 'EMPRESS' LINE. SAVING 5 TO 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER.

**PROPOSED SAILINGS.** (Subject to Alteration).  
R.M.S. EMPRESS OF CHINA 6000 Tons THURSDAY, Sept. 20, at Noon.  
R.M.S. EMPRESS OF INDIA 6000 Tons THURSDAY, Oct. 24, at Noon.  
R.M.S. EMPRESS OF JAPAN 6000 Tons THURSDAY, Nov. 21, at Noon.  
R.M.S. EMPRESS OF AUSTRALIA 6000 Tons THURSDAY, Dec. 19, at Noon.  
R.M.S. EMPRESS OF AFRICA 6000 Tons THURSDAY, Jan. 6, 1908, at Noon.  
R.M.S. EMPRESS OF AMERICA 6000 Tons THURSDAY, Jan. 13, 1908, at Noon.  
Intermediate Steamers at 12 Noon.

THE shortest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPRESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong at 4 p.m.  
First-class rate to London inclusive of Meals and Berth in Sleeping Car while crossing the American Continent.  
R.M.S. MONTEAGLE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
General Traffic Agent for China,  
D. W. CRADDOCK,  
Corner PRINCE STREET and PRAYA, Opposite Bisco Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI MARU, Tons 6112	WEDNESDAY, 2nd Oct., at Daylight.
VICTORIA, B.O., and SEATTLE, WASH., via SHANGHAI, KOBE & YOKOHAMA	AWA MARU, Tons 6309	WEDNESDAY, 18th Oct., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	IYO MARU, Tons 6320	MONDAY, 5th Sept., at 5 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	KAGA MARU, Tons 6301	TUESDAY, 15th Oct., at 4 p.m.
KOBE AND YOKOHAMA	YAWATA MARU, Tons 3817	FRIDAY, 4th Oct., at Noon.
SHANGHAI & KOBE	NIKKO MARU, Tons 5539	FRIDAY, 1st Nov., at Noon.
NAGASAKI, KOBE AND YOKOHAMA	RIOUJUN MARU, Tons 4866	WEDNESDAY, 25th Sept., at Noon.
SHANGHAI & KOBE	INABA MARU, Tons 6189	SATURDAY, 21st Sept., at Daylight.
NAGASAKI, KOBE AND YOKOHAMA	YETOROFU MARU, Tons 4165	TUESDAY, 24th Sept., at Noon.
SHANGHAI & KOBE	NIKKO MARU, Tons 5539	WEDNESDAY, 2nd Oct., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.  
T. KUSUMOTO, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship **MINNESOTA** - 25,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

**Sailing Dates Subject to Change.**  
'MINNESOTA', Captain C. F. ASHIN, { On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.  
LUXURIOUS PASSENGER ACCOMMODATIONS: Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.  
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.  
For convenience of coastwise cabin passengers return tickets are interchangeable with regular rail lines between Japan, China and Hong Kong.  
For full information regarding freight or passage apply to  
NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

**U.S. MAIL LINES.**  
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**  
STEAMERS. SAILING DATES, 1907.  
\* NIPPON MARU 11,000 Tons... SATURDAY, 21st Sept., at Noon.  
\* ASIA 9,500 Tons... TUESDAY, 1st Oct., at Noon.  
\* HONGKONG MARU 11,000 Tons... FRIDAY, 11th Oct., at Noon.  
\* KOREA 18,000 Tons... SATURDAY, 19th Oct., at Noon.  
\* AMERICA MARU 11,000 Tons... FRIDAY, 1st Nov., at Noon.  
\* SIBERIA 18,000 Tons... SATURDAY, 9th Nov., at Noon.  
\* CHINA 18,000 Tons... SATURDAY, 23rd Nov., at Noon.  
\* MANCHURIA 27,000 Tons... SATURDAY, 30th Nov., at Noon.  
\* Twin Screw.

**RECORD FAST TRIPS.**  
Yokohama to San Francisco... S.S. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu... S.S. SIBERIA, 18,000 tons. August 18th-20th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama... S.S. SIBERIA, calling at Midway Islands and Honolulu en-route. August 16th-31st, 1905, 15 days, 13 hours.  
Yokohama to San Francisco... S.S. SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905 10 days, 10 hours and 25 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st September, 1907, at Noon, taking cargo for Japan and the United States.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to South America, to Havre, Antwerp, and to ports in Mexico, Central and South America, by the Company's steamships and connecting Steamers.  
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.  
S. SILVERSTONE, Agent.

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SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN. PORTLAND, OREGON, KEELUNG, MOI, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

**CHINA NAVIGATION CO., LD.**  
STEAMER TO SAIL  
AMOI, NINGPO & SHANGHAI... SHAOHSING... Sept. 22, Daylight.  
AMOI, NEWHONGWANG, CHEFOO AND TIENTSIN... KUEICHOW... Sept. 22, Daylight.  
HOIHO & HAIPHONG... HOPEH... Sept. 24, Daylight.  
MANILA & CHINKIANG... TAINING... Sept. 24, at 4 p.m.  
SWATOW AND SHANGHAI... KANSEI... Sept. 25, at 4 p.m.  
OBU & ILOILO... KOUROU... Sept. 25, at 4 p.m.  
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE... CHANGSHA... Oct. 10, at 4 p.m.  
YOKOHAMA AND KOBE... CHINOTU... Oct. 10, at 4 p.m.  
\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table A daily qualified Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports, and to all ports in Japan, Korea, and the Philippines.  
\* Reduced JALON FARES, Single and Return, to Manila and Australian Ports.  
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BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Staterooms. Electric Light. Perfect Cuisine. Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	A. Fraser	Manila	Saturday, 21st September.
RUBI	2540	R. W. Almond	Manila	28th September.

For Freight or Passage, apply to  
Shewan, Tomes & Co., General Managers.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK, via PORTS AND SUEZ CANAL.  
(With Liberty to Call at Malabar Coast.)  
MALABAR COAST.  
S.S. OCEAN MONARCH... 2nd November, 1907.  
For Freight and further information, apply to  
SHEWAN, TOMES & CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

**PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**

For	STEAMERS	To SAIL
SHANGHAI	CHOYSANG	TUESDAY, Sept. 24, at 4 p.m.
SINGAPORE, PENANG, NANSANG... AND CALCUTTA	NANSANG	SATURDAY, Sept. 28, at 3 p.m.

**REDUCED FARES TO STRAITS & CALCUTTA:**  
Hongkong to Singapore 1st-Class Single \$ 65 Return \$100  
Penang " " 85 " 130  
Calcutta " " 165 " 250  
\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang, and Yungtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

**IMPERIAL GERMAN MAIL LINES.**

For	STEAMERS	To SAIL
NAPLES, GENOA, GIBRAL, TAR, SOUTHAMPTON, ANTWERP AND HAMBURG	PRINZ HEINRICH, Capt. P. Gross.	WEDNESDAY, 25th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	KLEIST, Capt. Ru. d Meyer.	TUESDAY, 24th Sept., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen.	THURSDAY, 10th Oct., at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. v. Soden.	THURSDAY, 18th October.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	About Beginning of October.

For further Particulars, apply to  
Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (CALLING at TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship ALDENHAM, Capt. St. John Grogan, will be despatched as above on SATURDAY, the 28th inst., at noon.  
This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
P. & O. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, September 5, 1907. 1448

## MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANNEAN AND BLACK SEA PORTS.  
THE Steamship AUSTRALIEN, Captain VERNON, will be despatched for MARSEILLES on TUESDAY, the 1st October, 1907, at 1 p.m.  
Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next Sailings will be as follows:-  
S.S. NERA... Oct. 15, 1907.  
S.S. YARRA... Oct. 29, 1907.  
S.S. ERMES... Nov. 12, 1907.  
S.S. TONKIN... Nov. 26, 1907.  
S.S. POLYMER... Dec. 10, 1907.  
S.S. TOURNAI... Dec. 24, 1907.  
G. DE CHAMPREUX, Agent.  
Hongkong, September 17, 1907. 1503

## TOYO KISEN KAISHA.

**SOUTH AMERICAN LINE.**  
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatou, Kobe and Yokohama).  
WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.  
THE Steamship KASATO MARU, 6100 tons. Captain D. Mori, will be despatched for Callao Iquique, via Japan Ports (Karatou, Kobe & Yokohama), on about or Middle of October.  
Steamer KATHERINE PARK 6000 about end of Nov.  
\* Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.  
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.  
K. MATSUDA, Manager, Yok Building, Hongkong, April 15, 1907. 521

## Shipping.

## FOR DALNY.

THE Steamship KARONGA, will be despatched for the above port on WEDNESDAY, the 25th inst., at 5 p.m.  
For Freight, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, September 2, 1907. 1412

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.  
(With liberty to call at Malabar Coast).  
THE Steamer HEADLEY, will be despatched for the above port on or about SATURDAY, the 19th October.  
For Freight, apply to  
ARNHOLD, KARBERG & CO., Agents.  
Hongkong, September 16, 1907. 1491

## Hotels.

## KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms. Private Bar and Billiard Room.  
Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hote at Separate Tables.  
TELEGRAPHIC ADDRESS: 'VICTORIA', Hongkong.  
For terms, &c., apply to the MANAGER.  
123

## VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMEN. SHAMEN, CANTON. OF THE BRITISH CONSUL. H. HAYNES, Manager.

## MACAO HOTEL.

TELEGRAMS, FARMER, MACAO. MACAO, CHINA. In the Centre of Praya Grand.

## BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.  
WM. FARMER, Proprietor. Capt. T. AUSTIN, Manager.

## BELLE VIEW HOTEL.

(LATE METROPOLE HOTEL), SHAUKUWAI ROAD.  
A Pleasant Drive along the Sea Front, either by Tram or Ricksha.  
BEST OF WINES, BOWLING, BILLIARD, &c.  
A Commodious MATRESS for the Use of Bathers and Visitors.  
A FIRST-CLASS EUROPEAN STRING BAND will be in attendance EVERY SUNDAY-EVENING, at 4 o'clock.  
Telephone No. 393. Hongkong, September 6, 1907. 1018

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**The Chinese Mail**  
THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.  
PUBLISHED EVERY MORNING.  
CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.  
ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.  
\$8 PER ANNUM delivered in Hongkong \$12.50 to all Coast Ports.  
6 WELLINGTON STREET, HONGKONG.  
Orders booked by Manager, CHINA MAIL.

## THE HONGKONG DOCK.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.  
Reprinted from the 'CHINA MAIL'. Price... Fifty Cents.  
To be had at the 'China Mail Office' 8, Queen's Road Central.

## REMINISCENCES OF INTERPORT CROCKET.

By J. A. L.  
Reprinted from the 'CHINA MAIL' in Pamphlet Form.  
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# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

### MARSEILLES & LONDON,

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leaves HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at PLYMOUTH (1 day later)
TONS	Neon Sat'day 1907	TONS	Saturday, 1907	Saturday 1907
MALTA .....6000	Sep. 21	MONGOLIA ... 9500	Oct. 20	Oct. 27
DELTA .....8000	Oct. 6	VICTORIA .....7000	Nov. 2	Nov. 9
ORONA .....7000	Oct. 19	BRITANNIA .....7000	Nov. 16	Nov. 23
DELHI .....5000	Nov. 2	MOULTAN .....7000	Nov. 30	Dec. 7
ARADIA .....7000	Nov. 16	CHINA .....8000	Dec. 14	Dec. 21
DEVANHA .....8000	Nov. 30	HIMALAYA .....7000	Dec. 28	Jan. 4, 1908
MALTA .....6000	Dec. 14	MOLDAVIA .....10000	Jan. 11, 1908	Jan. 18
DELTA .....8000	Dec. 28	INDIA .....8000	Jan. 25	Feb. 1
DELHI .....8000	Jan. 11, 1908	MONGOLIA .....10000	Feb. 8	Feb. 15
ARADIA .....7000	Jan. 25	VICTORIA .....7000	Feb. 22	Feb. 29
PENINSULARS 8000	Feb. 8	MACEDONIA (10500)	Mar. 7	Mar. 14
DEVANHA .....8000	Feb. 22	BRITANNIA .....7000	Mar. 21	Mar. 28
DELTA .....8000	Mar. 7	MOULTAN .....10000	Apr. 4	Apr. 11
MARMORA .....10500	Mar. 21	through steamer (calling at Bombay)	Apr. 18	Apr. 25
DELHI .....8000	Apr. 4	MOLDAVIA .....10000	May 2	May 9
MALTA .....6000	Apr. 18	HIMALAYA .....7000	May 16	May 23
DEVANHA .....8000	May 2	MONGOLIA .....10000	May 30	June 6
ORONA .....7000	May 16	INDIA .....8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

For further particulars, apply to

**E. A. HEWETT,**  
Superintendent.

## LONDON,

STEAMERS	Leaves	Connecting Steamers	Due at	Due at
to	HONGKONG	from COLOMBO to	London	London
COLOMBO	1907	COLOMBO	1907	1907
NAMUR	7000	Oct. 9	Nov. 25	
MANILA	4500	Oct. 23	Dec. 9	
ROBNO	4500	Nov. 6	Dec. 23	
NOBE	7000	Dec. 20	Jan. (1908) 5	
NYANZA	7000	Dec. 18	Feb. 1	
NILE	7000	Jan. 1	Feb. 17	
BUNDA	4700	Jan. 15	March 2	
PALAWAN	4700	Jan. 29	March 16	
NUBIA	4700	Feb. 12	March 30	
SCORNO	4700	Feb. 26	April 13	
NOBE	4700	Mar. 10	May 25	
SUMATRA	4700	Mar. 24	June 8	

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

For further particulars, apply to

**E. A. HEWETT,**  
Superintendent.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

The Co.'s s.s. For Leaving

\* JOSHIN MARU. TAMSUI Via SWATOW, SUNDAY, 22nd  
Capt. H. S. SMITH. AND AMOY. Sept., at 9 a.m.

\* These Steamers have excellent accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivaled Table.

\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

**T. ARIMA, Manager**

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

### NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

#### VICTORIA B.O. AND TACOMA

VIA

#### MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* SUVERIC	6236	W. Shotton	15th October
* KUMERIC	6232	D. Baird	25th October
* SHAWMUT	9608	E. V. Roberts	6th November

\* Cargo only. + Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
Cuisine, ELECTRIC LIGHT, DOCTOR AND STEWARDE

\* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

**Dodwell & Co., Limited,**  
QUEEN'S BUILDINGS. GENERAL AGENTS.

## Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER OCEANA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From LONDON, &c. ex s.s. *Britannia*.  
From PENANG, &c. ex s.s. *B. I. S. N.* and *P. S. N. Co's* steamers.  
Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 25th inst., at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, September 18, 1907. 1509

## SHIRE LINE OF STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON & STRAITS.

## NOTICE TO CONSIGNEES.

THE Steamship BRECONSHIRE, Captain TOMLINSON, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 25th inst., at 3 p.m.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, September 19, 1907. 1513

## NOTICE TO CONSIGNEES.

STEAMER NERA.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Dordogne* and *Matapan* from Havre ex s.s. *Camille*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon, To-day, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 23rd September, at noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 23rd September, or they will not be recognized.  
All damaged packages will be examined on MONDAY, the 23rd September, at 3 p.m.  
No Fire Insurance has been effected.

**G. DE CHAMPEAUX,**  
Agent.

Hongkong, September 16, 1907. 1495

## BEEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENMOHR.

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 a.m.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 17, 1907. 1499

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship *Forster*, having arrived, Consignees of Cargo are hereby informed that their Goods will be landed into the Godowns and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th September, will be subject to rent.  
Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, September 18, 1907. 1510

## MARQUIS ITO ON KOREA.

The Position Difficult.

Marquis Ito, speaking at the meeting of the Toyo Kyokai, given in his honour under the presidency of Count Katsura, said that for the past thirty years the relations between Japan and Korea had not been at all of a cordial character, reports the "Japan Mail." Quite recently they had improved, but the improvement was not due to any earnest wish on the part of the Koreans themselves; it was rather the result of the demonstration of Japanese strength that resulted from a war with Russia. Since then Japan had occupied the position of Korea's protector, but it must be confessed that those charged with the duties of the protectorate had constantly experienced the feelings of a man who tries to scratch his foot with his boot. Giving advice when the taking or leaving of it is at the option of its recipient can not possibly be a very successful enterprise in a country like Korea, where the nation is practically divided into two sections, one consisting of bigoted and desperate conservatives, the other of men with little or any knowledge. The situation had been greatly cleared up by the abdication of the Emperor, though the Residency-General had neither hand, nor not part in that incident. One result, however, had been the Convention which greatly ameliorated the situation from the Japanese point of view. It would henceforth be possible to insure the practical observance of advice, and not merely its academic discussion. The problem now to be solved in order to give real effect to the new Convention was one of men and money, and it was with a view to its solution that the Marquis had now returned to Japan. In connection with this question of men there was one disquieting feature, namely, that a large part of the educated class in Korea regarded official appointments as the only gentlemanlike means of earning a livelihood. These men would be deprived of their object in life and indeed even of the means of sustaining life if many of the executive posts were filled with Japanese. There were many other obstacles in the path but so far as his poor abilities went he promised that no effort should be spared to achieve success.

An advertisement of a seaside resort brings in the following modest request: "Watch that clean-limbed specimen of young England as he steps from his bungalow on the beach and strides down to the water's edge. Two steps, and he takes a neat dive into the blue. In a second his head is above the water again, and his long, white arm is flashing in the sunlight." This is hot stuff, and we quite agree that Young England in these circumstances is a splendid sight. He is worth hearing, what is more, especially when he stubs his toe on a sharp mussel-shell.

## Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kutang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 4 p.m., the 17th inst., will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Ltd., General Managers.

Hongkong, September 16, 1907. 1483

## Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

## SIEN TING

Surgeon Dentist.

No. 14, D'ARCADE STREET.

TERMS VERY MODERATE

Consultation Free

## WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

\$17 per annum (including postage)

THE CHINA MAIL, LD.

8, QUEEN'S ROAD CENTRAL.

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, September 12th, 1907.

At 100 cents per Dollar Mexican.

## Butcher Meat.

Beef, afloat & prime cut—Mal Lang Pa	lb 21
" Corned—Ham Ngan Yik	" 20
" Roast—Shiu	" 20
" Breast—Nagu Lam	" 15
" Soup—Tung Yuk	" 15
" Steak—Ngan Yik Pa	" 20
" Canton Ngan Lao Shik	" 30
" Sausages—Ngan Chang	" 28
Bullock's Brains—Siow	per set 10
" Tongue fresh—Ngan Li	each 50
" Corned—Ham Ngan Li	" 55
" Head—Ngan Tau	" 80
" Heart—Ngan Sam	" 12
" Camp, Salt—Ngan Kin	" 20
" Feet—Ngan Kerk	each 7
" Kidneys—Ngan Yin	" 10
" Tail—Ngan Mei	" 17
" Liver—Ngan Con	" 12
" Tripe (undressed)—Ngan To	" 7

Calves' Head & Feet—Ngan-chai-tan-kak, set \$1.00

Mutton Chop—Yeung Pal Kwat	lb 24
" Leg—Yeung Pei	" 24
" Shoulder—Yeung Shao	" 20
Pigs' Chittings—Chi chong	" 25
" Brains—Chi Know	per set 2
" Feet—Chi Kerk	" 12
" Fry—Chi Chak	" 12
" Head—Chi Tao	" 12
" Heart—Chi Sum	each 10
" Kidneys—Chi Yik	" 8
" Liver—Chi Con	" 14
Pork Chop—Chi Pal Kwat	" 21
" Corned—Ham Chai Yuk	" 24
" Leg—Chi Tai	" 24
" Fat or Lard—Chi Yan	" 24
Sheep's Head and Feet—Yeung Tan Kerk set	60
" Heart—Yeung Sum	each 6
" Kidneys—Yeung Yin	" 10
" Liver—Yeung Con	" 14
Sucking Pigs, To Order—Chi Chai	" 16
Suet, Beef—Sang Ngan Yik	" 21
" Mutton—Sang Yeung Tau	" 21
Veal—Ngan Chai Yuk	" 20
" Sausages—Ngan Chai Chong	" 20

## Poultry.

Chicken—Kai Chai	" 18
Oupons, Large, Small—Sin Kai	" 32
Ducks—Ay	" 20
Doves—Pan Kau	each 15
Eggs, Hen—Kai Tan	per dozen
Fowls, Canton—Kai	lb 34
" Hainan—Hoi Nam Kai	" 29
Geese—Ngai	" 26
Wild Shik, Shik Yee Ngai, pair	" 20
Musk Deer—Wong Keng	each
Hare, Shanghai—To Chai	"
Partridges—Che Kow	"
Pheasant—Shan Kai	pair
Pigeons, Canton—Fak Kow	each 27
" Hoihow—Hoi Hoi Pak Kow	" 25
Quail—Um Ohun	"
Rice Birds—Wo Fa Chouk	dozen
Sauces—Sa Choy	each 23
Turkeys, Cook—Phor Kai Kung	" 45
" Hen—Na	" 45
Wild Ducks, S'hai—Shanghai Sulap	pair
Teal—Sui Ap Chai	"
Wild Ducks Canton—Sang Shing Sui Ap, ea.	"

## Fish.

Barbel—Ka Yu	lb 9
Bream—Bin Yu	" 14
Canton Fresh Water Fish—Hoi Sin Yu	" 15
Carp—Li Yu	" 18
Catfish—Ohik Yu	" 11
Oodfish—Mun Yu	" 16
Crabs—Hal	" 16
Ontio Fish—Mok Yu	" 13
Dab—Sa Mang Yu	" 13
Dico—Wong Mal Lam	" 10
Dog Fish—Tui Tu Sa	" 9
Fels, Congor—Hal Mann	" 14
" Fresh water—Tun Sin Yu	" 15
Fels, Yellow—Wong Sin	" 21
Frogs—Tien Kai	" 36
Gardoon—Pak Kow Yu	" 13
Herring—Tao Pak	" 20
Halbut—Cheung Kwai Kow	" 24
Labrus—Wong Fa Yu	" 18
Loach—Wu Yu	" 28
Loobster—Long Ha	" 15
Mackerel—Chi Yu	" 21
Monk Fish—Mong Yu	" 22
Mullet—Ohai Yu	" 20
Oysters—Sang Hoo	" 20
Far otfish—Kai Kung Yu	" 16
Porch—Tan Loo	" 14
Pike—Fa Paw Pong	" 9
Platou—Fan Yu	" 18
Pomfret, Black—Hak Ohong	" 22
Pomfret, White, Pak Ohong	" 28
Prawn—Ming Ha	" 48
Ray—Fai Pa Sa	" 11
Rock Fish—Sok Kai Kung	" 12
Roach—Chai Yu	" 28

## 肉食

Salmon—Ma Yan Yu	lb 32
Shark—Sa Yu	" 9
Skate—Po Yu	" 10
Shrimps—Ha	" 24
Snapper—Lap Yu	" 22
Soles—Tat Sa Yu	" 20
Tench—Wan Yu	" 18
Turbot—Cho How Yu	" 20
Turtles, small, fresh water—Kerk Yu	" 65
White Bait—Ngan Yo Chai	"

## 菓子

Almonds—Hung Yao	lb 16
Apples, (California)—Kam San Ping Khe	" 20
" (Ohio)—Tin Chun Ping Khe	" 15
" Small—Hoi Tong	" 6
" Custard—Fan Lai Chi	each 8
Bananas, fragrant, Canton—San Shing	" 10
Heung Chiu	" 10
Bananas, (Chia), Macao—San Heung Chiu	" 5
Chestnuts, Chinese—Fong Lut	" 9
Carambola—Yeung Tuo	" 10
Coconuts—Yeh Tez	each 10
Lemons, China—Ning Moong	" 16
" America—Kum San Ning Moong	" 15
Lichees, Dried—Lai Chi Small Stone	" 25
" Fresh—	"
Limes, (Sagun)—Sai Kung Ning Moong	" 6
Mango, Manila—Lui Sung Moong	"
Mangosteen—San Chok Tez	per 100
Oranges, (Canton)—San Shing Tin Chai	lb
Peaches, (Canton)—Kam San Shui Li	" 16
" (Canton), Cooking—Sa Li	" 7
Peanuts—Fa Sang	" 10
Persimmons Large—Hung Chio	" 7
Pine-apples, 1st quality—Sheung Foon	" 15
" 2nd quality—Chung-tung-paw-lau	" 10
Plantains—Tui Chou	" 12
Plums—Swatow Hung Lai	"
Pomegranate—Chim Lo Yan	each 10
Shanghai—Lo Kwat	" 12
Walnuts—Hoi Tuo	" 12
" Green—Sang Hoi Tuo	"
Water Melon—(Am.) Kum San Sai Kwa	" 3
" (China) Sai Kwa	" 3

## Vegetables, &c

Vegetables, &c		菜蔬
Artichokes, Shanghai—Sheung Hai Ai	Chi Chouk	竹筴菜
Beana, (French), Macao—Oh Moon Fia Ts	(French), Shanghai—Sheung Hai	Y 鴨 鴨 菜 澳 上 海 菜
Yin Tau...	...	...
...-Sprout—Ah Chok	...	芽菜
...-Long—Tau Kok	...	菜角
Beet Root—Hung Choi Tau	...	紅菜頭
Brinjale, Green—Ching Yuen Fer	...	青元菜
... Red—Hung Ker...	...	紅茄菜
Cabbage, Chinese, com.—Kai Choy	...	紅頭菜
Cabbage Red—Hung Yea Choy	...	紅頭菜
Cabbage, (Shanghai), Yeh Choi	...	紅頭菜
Cane Shoots, bunch—Kan Shun	...	蔥
Canlifower, Large size—Tai Yek Choi-fa	...	大喇叭花
... Medium size—Cheung Yeh Cho-fa	...	細喇叭花
... Small size—Sai Yeh Choi-fa	...	金鈴
Carrots—Kan Shun	...	金鈴
Celery, Chinese—Tong Kan Choi	...	芹菜
... English—Yung	...	洋芹
Chillies Dried—Cun Lat Chiu	...	乾辣椒
... Red—Hung Fa	...	紅辣椒
... Green—Ching Lat Chiu	...	青辣椒
Curry Stuff, English—Ka Lee Cho Liu	...	加厘什
Cumbersome—Ching Kwa	...	青瓜
Bitter Squash—Fu Kwa	...	青瓜
Garlic—Suen Tau	...	蒜頭
Ginger, young—San Tss Keng	...	老薑
... old—Lo Keng	...	老薑
Horse Radish, S'hai—Lik Kan	...	力根菜



